

MEMO

DATE: May 3, 2007
TO: Regional Council
FROM: Wayne Moore, Chief Financial Officer, (213) 236-1804, moore@scag.ca.gov
SUBJECT: Contracts and Purchase Orders between \$5,000 - \$250,000

RECOMMENDED ACTION:

Information Only

BACKGROUND:

SCAG executed the following Contract(s) between \$5,000 and \$250,000

- Iteris, Inc, dba Meyer Mohaddes Associates \$249,954
(Evaluate vehicle roadway and freeway Level of Service [LOS] for various interstate freeways within the Arroyo Verdugo sub-region)
- Iteris, Inc, dba Meyer Mohaddes Associates \$148,595
(Analysis of sub-regional and inter-regional goods movement)

SCAG executed the following Purchase Order(s) between \$5,000 and \$250,000

- Safire Technologies \$65,000
(IT support services)DI Technology Group Inc.
- Pacific Municipal Consultants \$57,000
(Agency Temporary Worker)
- Caliper Corporation \$54,125
(TransCAD Software License agreement)
- Office Depot \$20,000
(Office Supplies)
- DI Technology Group Inc. \$15,000
(Toner Cartridges & Repairs)
- Tele Atlas North America Inc. \$6,690
(Annual Software License and Maintenance Agreement)
- Dell Marketing. \$5,543
(Rack Mounted Application Web Server)


FISCAL IMPACT:

None. Funding is available.

Reviewed by:


Division Manager

Reviewed by:


Chief Financial Officer

CONSULTANT CONTRACT

Consultant:

Iteris, Inc. dba Meyer, Mohaddes Associates

Scope:

The Southern California Association of Governments is requesting consultant services to evaluate vehicle roadway and freeway Level of Service (LOS) for Interstate 210, State Route 134, State Route 2, Interstate 710, Interstate 10, and Interstate 5 within the Arroyo Verdugo subregion with a particular emphasis on truck volumes and traffic patterns. The primary purpose of this study is evaluate the impacts of truck movements on traffic, incidents, and freeway operations and will examine the demand for truck movements, especially those impacting the use of I-210 to enter and leave the basin via the I-5/SR-14 interchange. The study should assess the impacts of this demand with the completion of the I-710 gap closure, both with and without truck operations permitted and produce an overview of truck demand and truck impacts along with recommendations to alleviate those impacts. The consultant should reference and incorporate the analysis conducted in the "Route 710 Technical Feasibility Assessment Report" which concluded that a tunnel concept appears feasible from a physical and environmental perspective.

The consultant will determine the study area appropriate for conducting required tasks that may include identifying vehicular and truck travel patterns, transportation infrastructure, locations of warehouse and distribution facilities, land use patterns, and population distribution. The consultant will determine current vehicular and truck travel patterns and volumes through the subregion by developing develop, evaluating and rank the effectiveness of mitigation measures through performance criteria such as reduction in truck accidents, air quality benefits, cost/cost effectiveness, vehicular and truck congestion mitigation, reduction of noise and aesthetic impacts, and reduction in truck vehicle miles traveled (VMT). This will be done by collecting and compiling 2005 base year traffic counts, safety data, and daily and peak period traffic volumes and conducting new counts as required on all major intersections, arterials, ramps, freeways, truck percentages, and accident/incident data within the subregion. This data shall include number of lanes, geometric info, and signal control with truck counts classified by number of axles and type of truck (service, drayage, etc.). The consultant shall also identify and map truck trip generators within the subregion, including warehouse and distribution centers to truck travel patterns through the subregion.

The consultant will determine future baseline conditions for truck volume assuming each of the following scenarios: completion of the closure of the I-710 gap and failure to complete the closure of the I-710 gap. The future baseline conditions for truck volume will be

determined by forecasting transportation conditions, truck volumes, and travel patterns using the SCAG regional travel demand model, Heavy Duty Truck model and other tools as appropriate in the years 2010 and 2030 under the assumption that only projects identified as baseline in the current Regional Transportation Plan will be completed. The consultant shall determine at study area locations on freeways, ramps, arterials, and intersections and, identify locations where LOS would be below acceptable levels.

The consultant shall propose short-term and long-term mitigation measures to address future truck volumes and measures that could potentially reduce truck volume in the subregion. The consultant will prepare planning level cost estimates for these improvements. The consultant should develop three lists of mitigation measures: 1) The 710 gap closure is not completed and only projects in the RTP baseline are completed; 2) The 710 gap closure is completed in addition to all projects included in the RTP Plan; and 3) The 710 gap closure is completed and only projects in the RTP baseline are completed.

Contract Amount:	Total not to exceed	\$249,954
	Iteris, Inc. dba Meyer, Mohaddes Associates (prime)	\$142,967
	Katz, Okitsu & Associates (subcontractor)	\$ 84,987
	Sirius Environmental (subcontractor)	\$ 12,000
	Wiltec (subcontractor)	\$ 10,000
Contract Period:	March 22, 2007 through December 22, 2007	

Work Element:	07-130.SCGC03 \$250,000	Funding Sources: Consolidated Planning Grant – FWHA & TDA
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Request for Proposal: SCAG staff notified 632 firms of the release of RFP No. 07-064. The RFP was also advertised on Lawley Publications' website, the Planning Magazine's website, and posted on SCAG's bid management system. A total of 44 firms downloaded the RFP. SGAG received the following proposal in response to the solicitation:

Meyer, Mohaddes Associates (2 subcontractors)	\$249,954
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Selection Process: The Proposal Review Committee (PRC) evaluated the one proposal in accordance with the criteria set forth in the RFP, and the selection process was conducted in a manner consistent with all applicable Federal and State contracting regulations. Interviews were held with the one offeror.

The PRC was comprised of the following individuals:

Elaine Aguilar, Asst. City Manager/Exec. Director, Arroyo Verdugo Cities

Ann Wilson, Management Analyst, City of Downey

Mark Yamarone, Principal Planner, City of Pasadena

Fred Zohrehvand, Transportation Planner, City of Glendale

Robert Wong, Branch Chief, Caltrans, District 7

Mike Jones, Assistant Transportation Planner, SCAG

Basis for Selection:

The PRC committee recommends Iteris, Inc. dba Meyer, Mohaddes Associates for the contract award because of the firm's qualifications to fulfill the requirements of the project.

Meyer, Mohaddes Associates is willing and able to meet the requirements of this project within the budget and timeline. They are committed to evaluating vehicle roadway and freeway LOS and the impacts of truck movements on traffic, incidents, freeway operations, and the demand for truck movements with a particular emphasis on volumes and traffic patterns and the goal of assessing the impacts of the completion of the I-710 gap closure, both with and without truck operations permitted, in order to produce an overview of truck demand, truck impacts, and recommendations to alleviate those impacts.

Meyer, Mohaddes Associates has performed a considerable amount of goods movement work for SCAG in the past and is very knowledgeable about key goods movement issues facing the region. Their participation in similar studies has shown the firm's understanding of the regional importance of integrating existing conditions, including rail movements, highway infrastructure, and distribution facilities that contribute to the Regional Transportation Plan (RTP) and the need to establish a cohesive goods movement network. Meyer, Mohaddes is very familiar with SCAG resources and has modeling experience with SCAG's Heavy Duty Truck Model and port models. They participated in SCAG's 1998 Heavy Duty Truck Model (HDT) and VMT Estimation study intended to develop a methodology and computer model components to be integrated with the model's travel patterns, traffic volumes, vehicle miles of travel (VMT), and resultant emissions for the SCAG region. Meyer, Mohaddes has successfully conducted similar studies for other subregions which will be a valuable resource for this study. This includes the SANBAG's Subregional Freight Movement Truck Access study which compiled existing data on trucking activity within the study area, the 1996 Gateway Cities Trucking Study which was an analysis of trucking in the Gateway Cities examining truck volumes, safety issues, congestion, and environmental impacts and the economic benefits of trucking, and the San Gabriel Valley Truck Study: Traffic Data and Issues Identification Report which evaluated trucking in the San Gabriel Valley through data collection, a summary of issues affecting the area, and the development of

recommendations to enhance goods movement via trucks while reducing truck-related activity.

Meyer, Mohaddes is uniquely qualified to fulfill the overall objective of this study, which is to evaluate the impacts of truck movements on traffic, incidents, and freeway operations and will examine the demand for truck movements, especially those impacting the use of I-210 to enter and leave the basin via the I-5/SR-14 interchange.

CONSULTANT CONTRACT

Consultant: Iteris, Inc. dba Meyer, Mohaddes Associates

Scope: In order to address the transportation impacts resulting from goods movement within the Gateway Cities subregion, the Gateway Cities Council of Governments (GCCOG) and SCAG are requesting consultant services to assist in the analysis of subregional and inter-regional goods movement. The primary purpose of this study is to evaluate existing truck modeling projections, develop a goods movement consensus plan among corridor cities, evaluate linkages to the goods movement system in adjacent subregions, and evaluate goods movement strategies affecting arterial streets.

The consultant will establish a baseline for current goods movement conditions in the Gateway Cities subregion through numerous tasks; analyze truck trip generators in the subregion, create maps related to existing goods movement infrastructure and freight flows; investigate issues related to infrastructure; compile and compare data from multiple sources to establish the number, sizes, types, and regional clustering of warehouse/distribution facilities in the South Bay; and conduct two focus groups to obtain information on current goods movement challenges.

The consultant will also research, compile, review, and analyze the status and results of regional goods movement studies and truck modeling projections, including the Multi-County Goods Movement Study conducted by the regional county transportation agencies, coordinated by Metro, and present the findings to the GCCOG for review and discussion.

The research will also evaluate the subregional relationships for goods movement by evaluating the linkages of the goods movement system within the Gateway Cities subregion, and to adjacent subregions, and examining how improved integration of the goods movement system may be achieved. The study will specifically assess existing and planned transportation systems and include analyses of how to preserve existing transportation systems, including limiting impacts, intermodal analysis to maximize cargo or goods movement mode integration and connectivity (system-wide analysis), and an analysis of land use and neighborhood compatibility. In addition to examining linkages to existing major transportation corridors, the consultant will evaluate the impacts of goods movement strategies on arterial streets, intersections, freeway on/off ramps, and ramp interchanges within the subregion. The consultant will evaluate necessary improvements and mitigation measures including identification of needed local improvements for existing transportation systems, preparation of strip maps, and preliminary cost estimates for mitigation actions. Lastly, the consultant will

develop a goods movement consensus plan among transportation corridor cities within the Gateway Cities subregion, particularly those along the SR-91 and I-605 corridors, conduct meetings with GCCOG, local elected officials, and public agency staffs of the corridor cities, and, based upon those meetings, incorporate the results into a draft report, with recommendations for next steps, to be reviewed by the corridor cities.

Contract Amount:	Total not to exceed	\$148,595
	Iteris, Inc. dba Meyer, Mohaddes Associates (prime)	\$108,645
	Tioga Group (subcontractor)	\$ 39,950

Contract Period: March 22, 2007 through September 22, 2007

Work Element:	07-130.GTWS1 \$150,000	Funding Sources: Consolidated Planning Grant – FTA
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Request for Proposal: SCAG staff notified 391 firms of the release of RFP No. 07-055. The RFP was also advertised on Lawley Publications' website, the Planning Magazine's website, and posted on SCAG's bid management system. A total of 41 firms downloaded the RFP. The following two proposals were received in response to the solicitation:

Addison Burnet Group, Inc.	\$148,660
Meyer, Mohaddes Associates (1 subcontractor)	\$148,595

Selection Process:

The Proposal Review Committee (PRC) evaluated the two proposals in accordance with the criteria set forth in the RFP, and the selection process was conducted in a manner consistent with all applicable Federal and State contracting regulations. Interviews were held with the two offerors.

The PRC was comprised of the following individuals:

Ed Norris, Deputy Director of Public Works, City of Downey
 Abdollah Ansari, Manager-Traffic & Transportation Bureau, City of Long Beach
 Vin Kumar, Senior Transportation Engineer, Caltrans, District 7
 Mike Jones, Assistant Transportation Planner, SCAG

Basis for Selection: The PRC committee recommends Iteris, Inc. dba Meyer, Mohaddes Associates for the contract award because of the firm's unique qualifications to fulfill the requirements of the project.

Meyer, Mohaddes Associates is willing and able to meet the

requirements of this project within the budget and timeline. They are committed to evaluating existing truck modeling projections, linkages to the goods movement system in adjacent subregions, and goods movement strategies affecting arterial streets along with developing a goods movement consensus plan among corridor cities to assist in the analysis of subregional and inter-regional goods movement.

Meyer, Mohaddes Associates has performed a considerable amount of goods movement work for SCAG in the past and is very knowledgeable about key goods movement issues facing the region. Their participation in similar studies has shown the firm's understanding of the regional importance of integrating existing conditions, including rail movements, highway infrastructure, and distribution facilities that contribute to the Regional Transportation Plan (RTP) and the need to establish a cohesive goods movement network. Meyer, Mohaddes is very familiar with SCAG resources and has modeling experience with SCAG's Heavy Duty Truck Model and port models. They participated in SCAG's 1998 Heavy Duty Truck Model (HDT) and VMT Estimation study intended to develop a methodology and computer model components to be integrated with the model's travel patterns, traffic volumes, vehicle miles of travel (VMT), and resultant emissions for the SCAG region. Meyer, Mohaddes has successfully conducted similar studies for other subregions which will be a valuable resource for this study. This includes the SANBAG's Subregional Freight Movement Truck Access study which compiled existing data on trucking activity within the study area, the 1996 Gateway Cities Trucking Study which was an analysis of trucking in the Gateway Cities examining truck volumes, safety issues, congestion, and environmental impacts and the economic benefits of trucking, and the 2000 Gateway Cities Truck Impacted Intersection Study which identified truck impacted intersections, prioritized those most needing mitigation measures, and suggested improvements. Additionally, Meyer, Mohaddes is very aware of the need to work with the community and has successfully conducted focus groups and other outreach for other studies.

Meyer, Mohaddes is uniquely qualified to fulfill the overall objective of this study, which is to address the transportation impacts resulting from goods movement within the Gateway Cities subregion.